CLASSIFICATIONCONFIDENTIAL	
COUNTRY Polish Compied Germany Folland REPORT	
TOPIC Brieg	25X1
EVALUATION PI ACF OBTAINED	25X1
DATE OF CONTENT.	25X1
DATE OBTAINED	7 April 1955
PAGESENCLOSURES (NO. & TYPE) REMARKS	
This is UNEVALUATED Inform	nation 25X
1. In August 1953, Polish engineer troops were observed the Oder River in the area 300 to 500 meters downst Golschwitz (P 51/J 08). This area was used as an engineer troops were observed to the observed that the control of the cont	tream of the ferry near ngineer training ground by the

the Oder River in the area 300 to 500 meters downstream of the ferry near Golschwitz (P 51/J 08). This area was used as an engineer training ground by the former German army. In preceding years, this type of exercise, which lasted four days, was held under similar conditions. According to the soldiers, the troops came from the Brieg (P 51/H 89) station. They numbered 200 to 300 men who, during the exercise, bivouacked in the meadows on the Oder River. Three or four personnel carriers which presumably performed shuttle drives between the station and the training ground and 20 to 25 vehicles which were loaded with engineer equipment were observed at the site. Each vehicle was loaded with five pontoons which were arranged bottom up and one on top of the other. Eight men unloaded such a vehicle in about five minutes.

Two pontoons were also observed. Before the bridge construction was the sumbankments where the pontoons were unloaded from the vehicles were the 25X1 banks. After being launched into the water, the pontoons were, by two entered into boat-like vessels, the joint being formed by their blunt sterms.

Tested into place beside each other at clear intervals of about 1.25 meters.

A planking which consisted of thick planks, about 2 x 4 meters long, 25X1 was laid over each twin pontoon. Each plank was carried by 12 men. The medium 25X1 portion of the bridge which included about four twin pontoons was movable and could be floated laterally but of place. After the completion of the bridge, some sedans and trucks and also several tanks which approached on the eastern bank of the Oder River passed over. After reaching the western bank, the tanks left toward Briege Each tank had a drive wheel, an idler wheel, and five bogie wheels. The tanks were recognised as T-34 models.

- 2. Prior to 1953, it was known that the Polish engineer unit which this exercise involved was located in the former Pionier Kaserne on the southeastern perimeter of Brieg and the west side of the Lossen (P 51/H 98) road. In 1953, pontoons and open sheds in which engineer equipment was stored were observed from the Oder River on the western bank near the Brieg sugar factory.
- Rokossowskiego in Deutsch-Eylau (Q 54/E 0/L) temporarily housed a prison. Shortly

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. ... 1. In August 1953, Polish engineer troops were observed constructing a bridge over the Oder River in the area 300 to 500 meters downstream of the ferry near Goischwitz (P 51/J 08). This area was used as an engineer training ground by the former German army. In preceding years, this type of exercise, which lasted four days, was held under similar conditions. According to the soldiers, the troops came from the Brieg (P 51/H 89) station. They numbered 200 to 300 men who, during the exercise, bivouncked in the meadows on the Oder River. Three or four personnel carriers which presumably performed shuttle drives between the station and the training ground and 20 to 25 vehicles which were loaded with engineer equipment were observed at the site. Each vehicle was loaded with five pontoons which were 25X1 arranged bottom up and one on top of the other. Eight men unloaded such a vehicle in about five minutes. vehicles which were loaded with two pontoons were also observed becore pridge construction was started, embankments where the pontoons were unloaded from the vehicles were dug from the 25X1 banks. After being launched into the water, the pontoons were, by twos, assembled into boat-like vessels, the joint being formed by their blunt sterns. The width of 25X1 the pontoons corresponded to the width of a standard truck. The twin pontoons were floated into place beside each other at clear intervals of about 1.25 meters.

A planking which consisted of thick planks, about 2 x 4 meters long, was laid over each twin pontoon. Each plank was carried by 12 men. The medium 25X1 portion of the bridge which included about four twin pontoons was movable and could be floated laterally out of place. After the completion of the bridge, some sedans and trucks and also several tanks which approached on the eastern bank of the Oder River passed over. After reaching the western bank, the tanks left toward Brieg. Each tank had a drive wheel, an idler wheel, and five bogic wheels. The tanks were recognised as T=34 models.

- 2. Prior to 1953, it was known that the Polish engineer unit which this exercise involved was located in the former Pionier Raserne on the southeastern perimeter of Brieg and the west side of the Lossen (P 51/H 98) road. In 1953, pontoons and open sheds in which engineer equipment was stored were observed from the Oder River on the western bank near the Brieg sugar factory.
- 3. From 5 September 1953 to 3 September 1954, the former Kuerassier Kaserne at 13 ulo Rekossovskiego in Deutsch-Eylau (Q 54/E 0/) temporarily housed a prison. Shortly CLASSIFICATION CONFIDENTIAL

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